



Estonian Motorcycling Federation



Estonian Supermoto Championship Regulations 2013

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1. Estonian Championship Events

1.1. Any member of the Estonian Motorcycling Federation (EMF) or other legal body can organize an event who has registered the event according to the EMF regulations in the official calendar. Events that are not registered in the EMF calendar require a written permit from the Estonian Supermoto Commission.

1.2. The supplementary regulations of an event need to be confirmed by the head of the Estonian Supermoto Commission at least one month ahead of the competition and they need to be drawn out according to the sample regulations. The head of the Supermoto Commission is required to negotiate the event immediately after receiving the event regulations with the organizing committee of given event (the Race Director, Chief Steward).

1.3. The final confirmation to the event regulations is issued by the board of EMF. The event regulations are confirmed only if the local municipality has given their permission to organize the event. The EMF secretariat shall publish the event regulations at the EMF homepage on the Supermoto subsection after the event registration fee € 125 (includes liability insurance) has been paid. The regulations that have not received confirmation are not legal and their distribution is prohibited. The event organizer is obliged to exhibit the confirmed regulations at the event location.

1.4. Race Stewards: The Chief Stewards of the Estonian Championship Events are appointed by the Supermoto Commission. The Chief Steward, the Technical Steward and the Chief Timekeeper must hold an A-level steward's licence. In case the Start and Course do not have a steward's licence, they must receive pre-competition instruction from the Chief Steward.

2. Race Safety

2.1. At the time of the practice and race runs the safety of the participants, spectators and residents must be guaranteed, also the protection of property. - At all the competition events there must be a medical service led by the Chief Medical Officer. The Chief Medical Officer and the Chief Steward guarantee the presence of necessary equipment and qualified personnel. The Chief Steward and the Chief Medical Officer compile the evacuation plan of casualties before the start of the race. - The Chief Steward and the Head of Security also draw up an efficient evacuation/emergency plan for any emergency situation (an accident, a fire, etc) for all parties.

2.2. During the competition event it is only allowed to drive the competition vehicles at the race and warm-up track. The starting of the vehicles in the waiting zone after the permission of the Steward (whistle, green flag) and on the warm-up track.

3. Documentation and Preparation of the Course

3.1. Rider's Licence. The participants of the event must hold a valid Estonian Championship Licence. The participant must present at the registration of the race a valid national or international rider's licence issued by the EMF. Foreign riders must present a valid rider's licence issued by their own country. The rider's licence is kept as a warrant for the transponder. The competitor who holds no valid licence can purchase a one-time permit at the registration for the event by presenting a personal ID and paying for the permit according to the regulations issued by the EMF. The personal ID

document is kept as a warrant for the transponder. It is possible for competitors to purchase the one-time race permit only if they have a starting permit from one of the member clubs of the EMF.

3.2. All race courses must be inspected by the person appointed by the Supermoto Commission at least 4 days before the start of the competition. An inspection report is drawn up after the inspection of the race course. After the document has been drawn up it is prohibited to make changes to the layout of the track elements that met the standards at the time of the inspection. The organizer of the competition must eliminate the shortcomings noted in the report by the deadline marked in section 3.4.

3.3. At the inspection the organizer of the competition must present the location plan of the event that includes the course design, the location of the pit lane (assistance area, pre-pit lane, starting area, Parc Ferme); areas for the spectators; spots for the medical service; spots for the Race Stewards (numbered); other facilities related to the organization of the event; spectators' parking.

3.4 The final inspection of the race course shall take place 1 day ahead of the event when present are the Head of the Jury, the Race Director, the Clerk of the Course, and if necessary, also competitors with international experience.

3.5 The public announcement system at the race course must guarantee satisfactory sound quality all over the spectators' area and pit lane.

3.6 Electricity must be guaranteed at the race course for normal functioning of all parties concerned.

3.7 On the race course an assistance and signalling area (further called assistance area) must be marked. In the assistance area a display for the race results must be installed. Smoking in the assistance area is prohibited.

3.8 On the race course an area for the Parc Ferme must be marked. Parc Ferme must contain at least 3-5 competition vehicles.

4. The Schedule of the Event

4.1. At the Estonian Championship Event the registration must be completed at least 15 minutes before the beginning of the Time Practice of the given competition class.

4.2. The Qualifying Race must finish 25 minutes before the first Race. One Practice race lasts at least 15 minutes (riding time). The Practice may consist of two parts: $\frac{1}{3}$ (at least 5 minutes Free Practice) and $\frac{2}{3}$ (at least 10 minutes) Qualifying Race.

4.3. The time schedule for the practices will be drawn up in the supplementary regulations.

4.4. The sequence of the races will be specified by the supplementary regulations. At the Estonian Championship and Cup events the time between the first and the second race of each competition class must be at least 90 minutes.

5. Duration of Races

5.1. The duration of Races:

Class	Duration
S1	Race 15 minutes + 2 laps/ Qualification 10 minutes + 2 laps
Hobby	Race 15 minutes + 2 laps
SuperQuad	Race 15 minutes + 2 laps
Scooters	Race 10 minutes + 2 laps

6. Classes, engine displacements, starting numbers and ages of participants

6.1. S1: 100 cc to 500 cc for 2-stroke engines and 175 cc to 650 cc for 4-stroke engines; age of participants 14 years and older.

6.2. Hobby: 100 cc to 500 cc for 2-stroke engines and 175 cc to 650 cc for 4-stroke engines; age of participants 14 years and older.

6.3. SuperQuad: 2- or 4-stroke engine, displacement is unspecified; age of participants 14 years or older.

6.4. Scooters

6.4.1 "Sport 50" - up to 50 cc; age of participants 10 years and older.

6.4.2 „4-stroke“ – up to 100 cc; age of participants 10 years and older.

6.4.2. "Sport 70" - 2-stroke engine up to 70 cc; age of participants 12 years and older.

6.4.3. "Racing 70" - 2-stroke engine up to 70 cc; age of participants 14 years and older.

7. Results

7.1. The classes S1, SuperQuad and Scooter Racing compete for the Estonian Championship title. The classes Hobby and Scooters Sport 50, Scooters 4-stroke compete for the Estonian Cup title.

8. Technical Specifications for the Classes in 2013 Season.

8.1. Classes S1 and Hobby - the technical specifications defined in the FIM SuperMoto World Championship Regulations, Appendix 01, Motocross Technical Regulations apply. In the class Hobby the use of the so-called larger wheels is allowed.

8.2 In the SuperQuad class only the tyres produced for 4-wheeled motorcycles are allowed.

8.3. - Tyres: In the classes S1, Hobby, Scooters and SuperQuad there are allowed tyres the maximum tread depth of which does not exceed 10 mm and the distance between the tread element and the edge is no more than 10 mm. - In all classes it is obligatory to use one or several leak-proof catch tanks for radiator water and the breather system of the fuel tank. The tank must be made of oil-proof

material and capable to contain at least 300 ml. For this purpose it is not allowed to use drink bottles or cans (Red Bull, Coca-Cola, etc). - The only authorized cooling liquid is water. Antifreeze coolants are prohibited.

8.4. Technical control. The technical control of the competition vehicles and riding equipment shall take place before the practice or/and before the start in the waiting zone. Subject to scrutineering are: the competition vehicle (a rider may have two), rider apparel (including helmet, protective gear, eye protection, protective clothing, boots) that comply with FIM Technical Regulations. In case of a crash there might be additional scrutineering. The cylinder capacity, the diameter of the front and rear tyre(s) shall be measured by visual inspection or according to the protests. Elements to be scrutineered: Handlebars and control levers: The width of the handlebar min 600 mm and max 850 mm. The handlebars must be equipped with a protection pad on the cross bar. The handlebar without a cross bar must have a protection pad covering the handlebar clamps. Exposed handlebar ends must be covered with a solid material, rubber for instance. Solid stops must be fixed in order to assure a minimum space of 30 mm between the handlebars with its levers and the fuel tank to prevent the trapping of rider's fingers. The repair by welding of light alloy handlebars is prohibited. All handlebar levers must be ball-ended, the diameter of this ball at least 16 mm. Throttle controls must be self-closing when not held by the hand. The brake lever, if positioned on the footrest spindle, must operate no matter what - even if the footrest has been bent or deformed. Wheels: All nuts, bolts, spokes that have been supplied by the manufacturer must be present. Open transmission guards: If the primary transmission is exposed, it must be fitted as a safety measure. The guard must be in such a manner that under no circumstances the rider can come into accidental contact with the transmission parts. A guard must also be fitted to the countershaft sprocket. Footrests: Footrests may be of a folding type but in this case must be fitted with a device which automatically returns them to the normal position. An integral rounded protection must be provided at the end of the footrests. Protective clothing and footwear: S1 and Scooters classes riders must wear leather protective clothing (two-part, preferably joined by a zipper), gloves and boots that reach above the ankle. In the classes Hobby and SuperQuad it is allowed to use motocross protective clothing. In all the classes the elbow, shoulder and back protectors are compulsory.

8.5. Helmet. All participants of the Practice and competition Races must wear a protective helmet. The helmet must be properly fastened, fit the rider well and be in a good condition. The fastening system of the helmet must be with double D-rings. All helmets must have at least one official international marking or Standard.

8.6. Titanium and light alloys: It is not allowed to use titanium in the frame construction, in the front forks, in the handlebars, in the handlebar or wheel spindles. The use of other light alloys is also not allowed in the wheel spindles. Screw nuts and bolts containing titanium alloy are allowed.

8.7. Fuel: Lead-free fuel must comply with FIM specifications.

8.8. The fitting of transponders: The transponder fixture must not be fitted on the vehicle higher from the ground the 120 cm. The fixture could be positioned at the upper part of the right damper, possibly turning the fixture after fitting the transponder behind the front number plate - this should not hinder the handlebar from turning. The transponder fixture must be fitted vertical from the ground and in such a manner that the fixing splint is in the upper end. The transponder fixture is fitted with 2 (two)

plastic tie-wraps. The transponder is attached by the competitor, who must have the tie-wraps. The transponder is fixed on a support with 1 (one) splint and 1 (one) plastic tie-wrap. To be attached by the competitor. At the first competition event the competitor shall buy the transponder support (€ 10). The competitor must check if the transponder support is in order before the Practice and the Races start. After the last Race the competitor must return the cleaned transponder to the registration office and their licence (or ID) is returned. If the transponder is not returned, the rider's licence is revoked until the return of the transponder and after payment of € 40. In case the transponder has been lost or damaged so that it cannot be used by the rider's fault the rider's licence is revoked until the full cost of the transponder has been paid.

8.9. The competition vehicle must have three number plates: height 235 mm, width 285 mm. The numbers of the competition vehicle must be clearly legible and conform to the standards (so called artful numbers are not allowed). The colour codes for the numbers are as follows: black 9005; white 9010. The minimum height of the number is 140 mm, the minimum width of the number stroke 25 mm, the minimum width of the number 70 mm. Space between two numbers is 15 mm. The rider must make sure during the course of the race that the numbers are legible for the Stewards. The competitors must use at the competitions the starting numbers assigned to them. The competitors, who have achieved Estonian Championship standings 1 to 3 have the right to use in their respective classes these numbers of the standings they achieved. The competitors who have not registered their starting numbers before April 15, 2013 by e-mail at super.moto@mail.ee will lose the right to use the numbers that were appointed to them last season. In the Scooters classes the minimum height of the number is 120 mm and minimum width 20 mm.

8.10. It is advised that the riders have their name and starting number written on the back of their clothing or back protector.

Technical specifications for Scooters

8.11. Class "Sport 50": Maximum cylinder capacity 50 cm³.

8.11.1. Only the intake system specified by the manufacturer should be used.

8.11.2. Supplying system carburetor, no more than 17,5 mm, only the spark-ignition system specified by the manufacturer should be used.

8.11.3. The braking system specified by the manufacturer should not be changed.

8.11.4. Only the ignition (also CDI) specified by the manufacturer should be used.

8.11.5. The racing suspension and front fork is not allowed.

8.11.6. All serially manufactured cast iron cylinder sets are allowed. A cylinder set includes: the cylinder, piston and piston rings, cylinder head. Any tampering of these elements is not allowed, also not the change of the cylinder intake and exhaust valves.

8.11.7. Only the "half-moon" type crankshafts are allowed.

8.11.8. In the class "Sport 50" there are allowed:

8.11.8.1. exhaust system produced by another manufacturer (resonator and silencer).

8.11.8.2. air filter produced by another manufacturer.

8.11.8.3 variator system different from the original, also variator belt and clutch (with different springs).

8.12. Class "Sport 70": Maximum cylinder capacity 70 cm³.

8.12.1 Air filter not specified by the manufacturer is allowed.

8.12.2. All serially manufactured cylinder sets are allowed. With the restriction on water-cooled cylinders - only one exhaust port. Air-cooled cylinders: any cylinder is allowed that meets the standard up to 70 cm³ capacity requirement. With 50 cm³ cylinders the choice of the cylinder, carburetor, variator system, reductor, intake and exhaust system and ignition systems is free. A different exhaust system not specified by the manufacturer can be used.

8.12.3. With 70 cm³ cylinders only the ignition (also CDI) specified by the manufacturer should be used.

8.12.4. Carburetor: with 70 cm³ cylinders no larger than 21 mm. With 50 cm³ cylinders there are no limitations.

8.12.5 A different variator system than specified by the manufacturer can be used, also a variator belt and clutch (with different springs) than the original.

8.13. Class "Racing 70":

8.13.1. The engine must be based on a 50 cc moped engine block.

8.14. Engine and systems:

8.14.1. The silencer must be attached to the engine during the whole race. Any competitor whose silencer is unfastened or broken is expelled from the race.

8.14.2. Only industrially manufactured fuel tanks are allowed.

8.14.3. No fuel, oil or coolant leaks are allowed.

8.14.4. The use of turbo and nitrous systems is not allowed.

8.14.5. All rotating engine parts must be covered.

8.15. General specifications for Scooters classes:

8.15.1. The frame must be an original moped frame and intact, additional reinforcements are allowed.

8.15.2. The front fork and the handlebar can have no slack.

8.15.3. The front and rear brakes must be separately functioning and in working order.

8.15.4. It is not allowed to change the wheelbase.

8.15.5. Only a variator engine is allowed. Chain transmission engines are not allowed on competition mopeds.

8.15.6. Slick tyres and tyre warmers are not allowed, the minimum depth of the tyre tread must be 2 mm. This section does not apply to the class "Racing 70".

8.15.7. The indicator and side lights can be removed. If these lights are not removed they must be taped over.

8.15.8. No sharp protruding parts or elements.

8.15.9. In the classes "Sport 70" and "Racing 70" the brake calliper bolts must be fixed with a safety wire.

8.15.9. Body details must be fixed properly to the frame.

8.15.10. In all classes it is obligatory to use one or several leak-proof catch tanks for radiator water and the breather system of the fuel tank. The tank must be made of oil-proof material and capable to contain at least 300 ml. For this purpose it is not allowed to use drink bottles or cans (Red Bull, Coca-

Cola, etc).

8.15.11. On the handlebar of the Scooter there must be a circuit breaker switch that can be operated without moving hands from the controls. If the moped has an emergency stop switch (an automatic circuit breaker that operates in case the rider falls) the circuit breaker switch is not compulsory to install. This specification is recommendable for the class "Sport 70" and does not apply to the classes "Sport 50" and "4-stroke".

8.15.12. The maximum sound level allowed is 97dB

8.15.13. Any other modifications are allowed if they are not prohibited.

9. Standings

9.1. All the participants are awarded points according to the following scale:

9.2. In the Estonian Championship and the Estonian Cup: I-25 points, II-22, III -20, IV-18, V-16, VI-1520th place-1 point.

9.3. The final standings are defined by the sum of the points achieved in the competition races.

9.4. In case of ties the number of better places is taken into account (the number of I, II, III etc places). In case there is still a tie, the points scored in the last Race will determine the places in the final standings. To qualify for a result in a Race the rider must complete at least 75% of the distance. If the rider does not finish the Race they will not be awarded any points for the given Race.

9.5. After the event has ended the organizer must immediately announce the results of the event to EMF and to the media channels specified by EMF according to the procedure specified by EMF.

9.10. At the Estonian Championship events the organizer is obliged to award at least the winners of I, II and III places with prizes (advisably a medal, a cup, a souvenir from the organizer, etc)

10. Assistance on Track

10.1. Any outside assistance of riders on the track is forbidden, with the exception of Marshals who can assist competitors while removing a not working vehicle from the track.

10.2. Any technical assistance is allowed only at the designated areas.

11. Preliminary registration, registration at the day of the event, participation fees

11.1. A rider can compete in two classes on the same day of competition.

11.2. In the Scooters classes the participation fee for one competition is € 20. In case the rider has no licence they can purchase a one time permit for € 20 (one competition, includes insurance).

11.3. In the classes S1, Hobby and SuperQuad the participation fee is € 35. In case the rider has no licence they can purchase a one time permit for € 20 (one competition, includes insurance).

11.4. The preliminary registration for the event is compulsory and it ends on the Friday before the event at 19.00. The riders who have not registered for the event by that deadline must pay an additional fee of € 15.

11.5. Registration on competition day only takes place at the time indicated in the supplementary regulations.

12. Start – Finish

12.1. While entering the waiting zone riding the competition vehicle is not allowed and the engine of the vehicle must be switched off. Smoking is not allowed in the waiting zone. In case there are exact times of starts scheduled in the supplementary regulations, the waiting zone shall be closed 10 minutes before each start. The penalty for arriving late at the starting grid is loss of position. Riders are allowed at the starting grid 5 minutes before the start of the Race. In case there are no exact start times scheduled in the supplementary regulations, the riders are allowed at the starting grid immediately after the winner of the previous Race has finished. The riders are allowed at the starting grid at the signal of the Steward: a green flag or a whistle.

12.2. When riders have arrived and taken their positions at the starting grid, they are sent out for a warm-up lap. After the starting procedure has started, entrance for late riders to the starting grid will be closed.

12.3. There shall be no assistance at the starting grid. The signal for the start shall be the display of the 15-second board for 15 seconds, after that the display of the 5-second board. The start light sequence shall be finished in 5 to 10 seconds after the display of the 5-second board.

12.4. The riders have a right to ask the start to be postponed for 1 minute by raising their hand - but not after the 15-second board has been displayed.

12.5. In case the Chief Steward has decided that the Race needs to be restarted, the riders shall be stopped at least 150-200 m before the finish of the first lap or at the first possibility. A restart is given after all the riders have arrived at the starting grid.

12.6. The rider who made the false start receives the penalty + 10 seconds. This means that the rider shall be shown during the first five laps of the race for at least two laps a black board with the sign "+10 sec" with their riding number. A time of 10 seconds shall be added to the rider's riding time.

12.7. When the leader of the Race has completed the Race time, all riders starting from the leader shall be signalled the last 2 laps of the Race. The signals are the 2-laps ("2") and 1-lap ("1") boards.

12.8. After the leader of the Race has finished the control time for all other riders is 2 minutes.

13. Course of the Race

13.1. The length of the Course must be minimum 800 meters and maximum 1500 meters. The Course must be minimum 5 meters wide. It is recommended that the Course is 70% paved and 30% covered with natural material (rubble, gravel, sand, etc). For the Scooters classes the Course is 100% paved. The Course must be prepared in full length by the beginning of Practices. There may be no large and loose stones, big ruts, extraneous objects. Preparations must be made to drain water from places where it gathers when the rain falls. There may not raise dust from the Course. The watering of the Course must stop 1 hour before the beginning of the Practices. If dust raises in the course of the Race, the Race can be carried on only if the rider can see the Course and other riders at least 15 meters ahead in the direction of riding. The decision of stopping the Race shall be made by the Chief Steward. The decision of continuing the Race shall be made by a Jury that consists of the Head of the Jury, the Chief Steward, the representatives of the competitors of classes that continue the races (riders with international experience shall be chosen).

13.2. The Course must be marked with wooden or elastic material elements which reach not higher from the ground than 300 mm and the diameter of which is no larger than 25 mm. The inner sides of the curves on the Course can be marked with passenger car tyres - these tyres can be placed horizontally on the ground (not stacked on top of each other) and tied together.

13.3. The age of the Flag Marshals is at least 16 years. They must have a Marshal's licence or they must have passed a pre-event instruction for Marshals. They must follow the orders of the Clerk of the Course. They must follow what is going on on the Course in the direction of riding and signal with the yellow flag the obstacles that have emerged in their section. They also must record all violations and give immediate notification of the need for medical assistance. They can not leave their positions without receiving permission from the Clerk of the Course.

13.4. The Race Course must be planned in such a way that at any point of the track it would be possible to give medical assistance.

13.5. On the Course there must be a specific area for mechanics where they can give technical assistance to the competitors (pit lane).

13.6. The finish area must be designed in such a way that the lap scorers are crosswise with the finish line and clear view of the riders before the finish line is at least 50 m. The finish area is fenced off, so that third persons cannot enter the area and they have no possibility of disturbing the race officials.

13.7. The track must be designed in such a way that after crossing the finish line the rider will not cross the Race Course but will have safe passage to the paddock. The minimum riding width of the Course must be 5 m.

13.8. Minimum distance between the Race Course and any obstacle above the track cannot be less than 3 m.

13.9. Double, triple, etc jumps are not allowed. The distance between two jumps must be at least 30 m (from the top of one jump to the top of the next one). Half-rounded pits with a maximum depth of 1 m and the distance between their tops from 3 to 6 m are not considered double jumps.

13.10. A Race Course layout plan must be drawn up before the start of the event in the scale of 1:1000. The Course must be marked in full length.

14. Cutting the Course

In case the rider has to leave the track either to start the vehicle or for any other reason and if due to this action there might present an opportunity to cut the distance of the course, skipping a track element or bettering one's position in the standings, the rider must return to the course at the same location they drove off the track. During the Practice Race and Race it is obligatory to follow the structure of the course. It is not allowed to ride beside the elements or outside the track. In case this results in a better lap time or better time at the Practice Race, the rider will receive a penalty of additional 10 seconds.

15. Protests

15.1. Any rider can lodge a protest or an appeal through the representative of their club against another rider or a race official.

15.2. Protests are lodged only in written form and they must contain the section of the document The Estonian Supermoto Championship Regulations 2013 approved by the EMF board or the supplementary regulations of the event that was violated.

15.3. The appeal of the protest is made out to the name of the Chief Steward and the protest is given to the secretary general who notes the time the protest was made.

15.4. A protest can be withdrawn only at the approval of the Chief Steward.

15.5. A protest against the eligibility of a rider or a competition vehicle entered must be made not later than 10 minutes after the finish of the leader of the given Race.

15.6. If a protest is made before the start of the rider in question the Chief Steward will notify the rider that a protest is made against them.

15.7. A protest against the results of the competition can be made up to 30 minutes after the publication of the results.

15.8. Protests must be solved in one hour from the time of their lodging. If the reasons for making a protest became evident only after the end of the competition, a protest can be lodged at the name of the head of the EMF Supermoto Committee in 3 days after the event.

15.9. A protest against the Race Course must be made before the end of the last Practice Race. The decision about continuing the Event shall be made by the event jury consisting of the head of the jury, Chief Steward, Director of the Race. The jury has the right to shorten or change the Course, to leave out the Estonian Championship or Cup classes, to postpone the Event.

15.10. If a protest is made against the capacity of a competition vehicle, the rider, their mechanic (representative) must guarantee the dismantling of the vehicle to the degree that it is possible to measure the capacity of the cylinder. The measurements are carried out and certified with their signature by the head of Technical Control. The result is presented to the Chief Steward. Any expenses associated with the dismantling of the engine are covered by the competitor or their representative. In case the competitor or their representative declines from dismantling the engine such action is regarded the same as possessing an oversized cylinder.

15.11. The fee for the protest is € 100 (in case the protest is against a result) and € 500 (in case the protest is against a cylinder size).

15.12. If the protest was justified the fee is returned to the party who made the protest. If the protest was unjustified no refund is made. If the protest requires the control of the cylinder size and it turns out that the protest was unjustified, 50% of the fee is paid to the rider the protest was made against.

16. Practice and Start Procedure

16.1. Free Practice (may be divided according to the amount of riders into two (A and B) free practice sessions) – 10 minutes.

16.2. Time Practice, that determines the starting positions of the Qualifying Race (A and B) – 10 minutes;

16.3. Qualifying Race, that determines the starting positions of the Races – 10 minutes + 2 laps.

17. The Positions on the Starting Grid

17.1. If a timekeeping system is used at the Competition Event, the rider chooses the position on the Starting Grid according to their standing at the Qualifying Race.

17.2. In case there is no timekeeping system used at the Competition Event, then until the first stage of the championship in given class the positions are determined by starting numbers 1 to 10, visiting riders can choose positions 11., 13., 15., etc. - In the Second Start the positions are chosen according to standings in the First Race.

18. Race Officials and Control of the Event

18.1. For holding a Supermoto Competition Event a panel of race officials must be formed: The Director of the Race, the Clerk of the Course, Secretary General, Start-Finish Steward and marshals, timekeepers, Chief Steward, Technical Control Marshals, Flag Marshals.

19. Event Supervision

19.1. The Event is supervised by a Jury that consists of the Race Director and Chief Steward.

19.2. The Chief Steward appoints the panel of race officials according to the Estonian Supermoto Championship Regulations 2013.

19.5. The Chief Steward and Race Director of FIM Championship Events are appointed by the board of EMF.

20. Jury's Authority

20.1. Change the supplementary regulations under special circumstances.

20.2. Determine penalties and fines.

20.3. Remove a rider or the rider's representative from the competition after the Chief Steward or the Organizer has made an appeal against them that they have violated the regulations or refused to follow the marshals orders.

20.4. Postpone to Competition under special circumstances.

20.5. Shorten the Course.

20.6. End the Competition.

21. Chief Steward

21.1. Is responsible for ensuring that the Competition is conducted according to the Estonian Supermoto Championship Regulations 2013 and the supplementary regulations.

21.2. Is the head of the Race Officials' Panel.

21.3. Approves the instrument of transfer and receipt of the Course.

21.4. Keeps control over the necessary equipment for holding the Competition and the working order of the equipment.

21.5. Holds the instruction seminar of the marshals.

21.6. Ensures that the safety of the competitors, spectators and Race Officials is guaranteed.

21.7. Provides the Organizer in 24 hours with the competition results and report according to the format approved by the board of EMF.

21.8. Removes marshals from the competition who do not carry out their responsibilities.

21.9. Corrects the decisions made by single race officials if he is convinced that these decisions were incorrect.

21.10. Removes competitors from the race whose competition vehicles have become dangerous to riders or other persons during the competition and whose conduct is not in accordance with the FIM Sporting Code.

21.11. Stops the Competition if continuing the race would jeopardize the safety of riders and/or spectators or if the results of the competition are impossible to determine.

21.12. The Chief Steward may have a deputy who follows their orders and in the absence of the Chief Steward acts in the capacity of the Chief Steward.

22. Secretary General

22.1. Is subordinated to the Chief Steward.

22.2. Is responsible for supplying the secretariat with the necessary documentation and equipment.

22.3. Is responsible for publishing the preliminary results of the event.

22.4. After the official approval of the competition results by the jury draws up the race reports.

22.5. Records all applications and appeals.

23. Chief Timekeeper

23.1. Uses only a timekeeping system approved by the board of EMF.

23.2. Is responsible for installing the necessary equipment in due time at the Course and the working order of the equipment.

23.3. Prepares the timekeeping reports and signs them and other additional documents if necessary and presents them to the Secretary General.

23.4. Forwards the results of the competition to the addresses provided by the board of EMF and the organizer.

24. Technical Steward

24.1. Verifies the machines and equipment at the registration for the competition and/or before starting the Practices or entering the Race start. If necessary marks various key parts (tyres, cylinder, frame).

24.2. Presents the results of technical control to the Secretary General.

24.3. If necessary carries out additional verification during the race and possesses the equipment needed for this task. Draws up a document of the results of the additional verification and forwards this to the Secretary General.

24.4. Guarantees the necessary equipment for their work and a work station.

25. Start-Finish Steward

- 25.1. Leads the work of the start-finish marshals and is responsible for following in detail the Time Schedule and the Estonian Supermoto Championship Regulations 2013.
- 25.2. Provides the Secretary General with the starting protocol.
- 25.3. Informs the Chief Steward immediately of a false start.
- 25.4. Provides the start-finish marshals with the necessary equipment and the working order of the equipment.
- 25.5. Makes sure that the starting lights are in working order (if the starting lights do not function properly immediately informs the Chief Steward of the problem).

26. Steward at the Paddock

- 26.1. Organizes the arrival of the competitors at the course.
- 26.2. Must be available for the Chief Steward during the competition.
- 26.3. Distributes information between the secretariat and the paddock.

27. Clerk of the Course

- 27.1. Leads the construction of the Course.
- 27.2. In constructing the elements of the Course follows the regulations that apply to Race Courses.
- 27.3. Appoints the necessary number of Flag Marshal posts together with the Chief Steward.
- 27.4. Inspects the equipment of the Flag Marshals.
- 27.5. Collects information from Flag Marshals about the conduct of the riders.
- 27.6. Is responsible for the activities of Flag Marshals on the Course.
- 27.7. Leads the maintenance of the Course during the Race.
- 27.8. Informs the Chief Steward of the necessity for medical aid and of the state of the Course.

28. Official Signals

- 28.1. The marshals can signal the riders at any location of the course with flags and the riders must obey the signals.
- 28.2. The measurements of the flags are 750 - 600 cm.
- 28.3. Red flag - stop, compulsory for everyone.
- 28.4. Black flag with the number of the rider - stop for the rider whose number was shown.
- 28.5. Green flag - course is clear.
- 28.6. Yellow flag (held stationary) - danger on the course, drive slowly..
- 28.7. Yellow flag (waiving up and down) - immediate danger, no overtaking in the danger zone, prepare to stop.
- 28.8. Blue flag (waiving) - warning, you are about to be lapped.
- 28.9. Black and white checkered flag – end of Practice, end of Warm-Up, end of Race.
- 28.10. Board with the number 2 - 2 laps until the finish.
- 28.11. Board with the number 1 - 1 lap until the finish.
- 28.12. Board with the number 15" - 15 seconds until the board 5".

28.13. Board with the number 5" - the signal lights shall be switched off in 5-10 seconds.

28.14. Board with the sign +10 SEC and with the rider's number - the rider in question receives a penalty of 10 seconds that shall be added to their riding time.

29. Penalties to riders, organizers and marshals

29.1. Arriving late to the registration - double the participation fee (if possible)

29.2. Participation at the competition without a valid licence - suspension for 3 months.

29.3. Using a vehicle that does not comply to the technical regulations - suspension for 3 to 6 months or a fine € 100.

29.4. Participating at the wrong Practice - a fine € 50 or disqualification from the start.

29.5. Not obeying the regulations of the waiting zone or starting grid - disqualification from the start or a fine € 50.

29.6. Cutting the Course - disqualification of the result.

29.7. Riding without a helmet - disqualification from the start or a fine € 50.

29.8. Dangerous driving in the pit lane – disqualification from the start or a fine € 50.

29.9. Disobeying the Race Officials orders – disqualification from the start or a fine € 50.

29.10. The conduct of the representatives of a club, mechanics, trainers, competitors that does not comply with the principles and courses of action of the EMF and damages the reputation of EMF - the club is penalized with a fine € 500 to 1000 after the decision of the board of EMF. The fine must be paid during 1 month. If the penalty is not paid the licences of the riders of the given club are revoked and the club is suspended from the membership of EMF.

29.11. Marshals - warning, suspension, revoking the licence.

29.12 Penalties for organizers are pronounced by the board of EMF.

Any other sections not reflected in the previous regulations follow the FIM Supermoto World Championship Regulations and the FIM Technical Regulations for motorcycles.